Road Bridge on Ganga in Bhagalpur

383. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether World Bank has provided financial assistance for construction of two lane road bridge of Ganga river in Bhagalpur;

(b) if so, the details thereof;

(c) the details of the assistance provided by Government in this regard as on the 31st January, 1992;

(d) the details of the progress made so far with regard to the construction of the bridge; and

(e) the steps Govrnment propose to take to expedite its construction?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): The Government of India are primarily responsible for roads declared as National Highways. The bridge over river Ganga near Bhagalpur, when constructed, would fall on a State road and as such Bihar Government are primarily responsible for its construction. However the information sought is as under:

(a) to (c) Yes, Sir. The World Bank has provided US $19.67 millions for construction of 4.3 Km long two lane road bridge. Out of the total construction cost of Rs. 550 millions, the World Bank share is 57.1% and the remaining 42.9% is to be borne by State Government of Bihar from their own Plan. The Central Government is not providing any financial assistance in this regard.

(d) Progress achieved upto 31-9-91 is 0.12%.

(e) Since the bridge in question is on a State road, the Government of Bihar are essentially responsible for its completion in time. However, the State Government has been requested to accelerate the construction activities so that the bridge is completed as per schedule.

Additional Expenditure due to condition of Roads

384. SHRI JOHN F. FERNANDES: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that according to the survey conducted by Road Research Institute, New Delhi 98 per cent of Indian Higways are not motorable under World Standards;

(b) whether it is also a fact that this costs the Nation and the motorists additional Rs. 6000 million a year by way of extra fuel consumption, maintenance and tyre replacements; and

(c) if so, what steps Government propose to take to rectify the situation in order to save scarce fuel?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir. Central Road Research Institute had completed a riding quality survey in 1987 limited to the National Highways, and no such conclusion was reached for the N.H. system. National Higways are being kept generally in motorable condition.

(b) Yes, Sir. The Working Group on Roads for the VIII Five-Year Plan, set up by the Planning Commission, estimated in 1989 that losses to national economy due to poor roads were around Rs. 6000 crores per year.

(c) Improvement of roads system is a continuous process. In so far as National Highways with which the Government of India is concerned, improvements of road surface are being continuosly made depending on the funds availability.

Green Line and Limited Stop DTC Bus Services

385. SHRI N. E. BALARAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the Green line Buses introduced by DTC so far and also those likely to be put on the roads in near future;

(b) whether it is a fact that a large number of normal buses have recently been termed a limited stop buses charging flat rate of Rs. 3/- per journey;

(c) whether it is also a fact that during office hours with large number of Green line and limited stop buses and negligible number of ordinary buses (Rs. 2/- per journey) commuters are forced to travel by limited stop, Green line buses; and

(d) if so, whether Government propose to increase the number of ordinary buses to enable commuters to pay Re. 1/- or Rs. 2/- per journey according to their destinations?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Details are annexed,

Introduction of more Green Line Services depends upon commuters' demands as well as availability of buses.

(b) During the last six months only 359 trips have been changed into Limited Stop Services on which a flat fare of Rs. 3/- per passenger is charged.

(c) and (d) Ordinary regular routes are also available for those who want to pay ordinary fares. On account of resource constraints, DTC is able to utilise the plan funds only for partial replacement of its overaged buses and hence there is no addition to the fleet. Increase in the number of ordinary buses is therefore not considered possible at present.

Increase in Fares of DTC Buses

386. SHRI RAMDAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of times the fares of DTC were increased during 1989 to 1991 together with their dates and the extent of increase;

(b) what is the extent of increase in fares through green line service introduced now and couple of years ago;

(c) the quantum of losses suffered by DTC during the last three years and the reasons therefor;

(d) what is the strength of its fleet at present and whether Government propose to increase the same; and

(e) what steps Government have taken so far to effect economy in D.T.C. and to improve its services in the capital?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) During the period 1989 to 1991, DTC revised its fare only once, w.e.f. 28-12-91. Details of the revised fares are annexed as Statement (*See* below)

(b) Green Line Services were introduced w.e.f. 22-8-91 at a flat fare of Rs 4/-. No increase has been made in the fares of Green Line Service.

(c) The details of losses suffered by DTC during the last 3 years are:—

Year	Working loss (excluding interest & Depreciation).	Net loss (including interest & Depreciation).
1988-89 . . .	5220·06	9899·32
1989-90 . . .	5686·63	11984·56
1990-91 . . .	11322·63	19748·35

The reasons for losses are:—

(i) Uneconomic fare structure of DTC;

(ii) Rising cost of labour and material inputs;

(iii) Concessions given to students and weaker sections of the society through concessional passes;

(iv) Heavy interest burden on the loans advanced etc.

(d) There is no proposal to increase the fleet of DTC.

(e) Govt is continually monitoring the performance of DTC with a view to increase its productivity and to reduce the cost of operations, enforce economy measures, prevent leakages with a view to increase revenue collection.